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DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

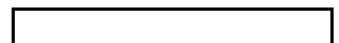
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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 3/70

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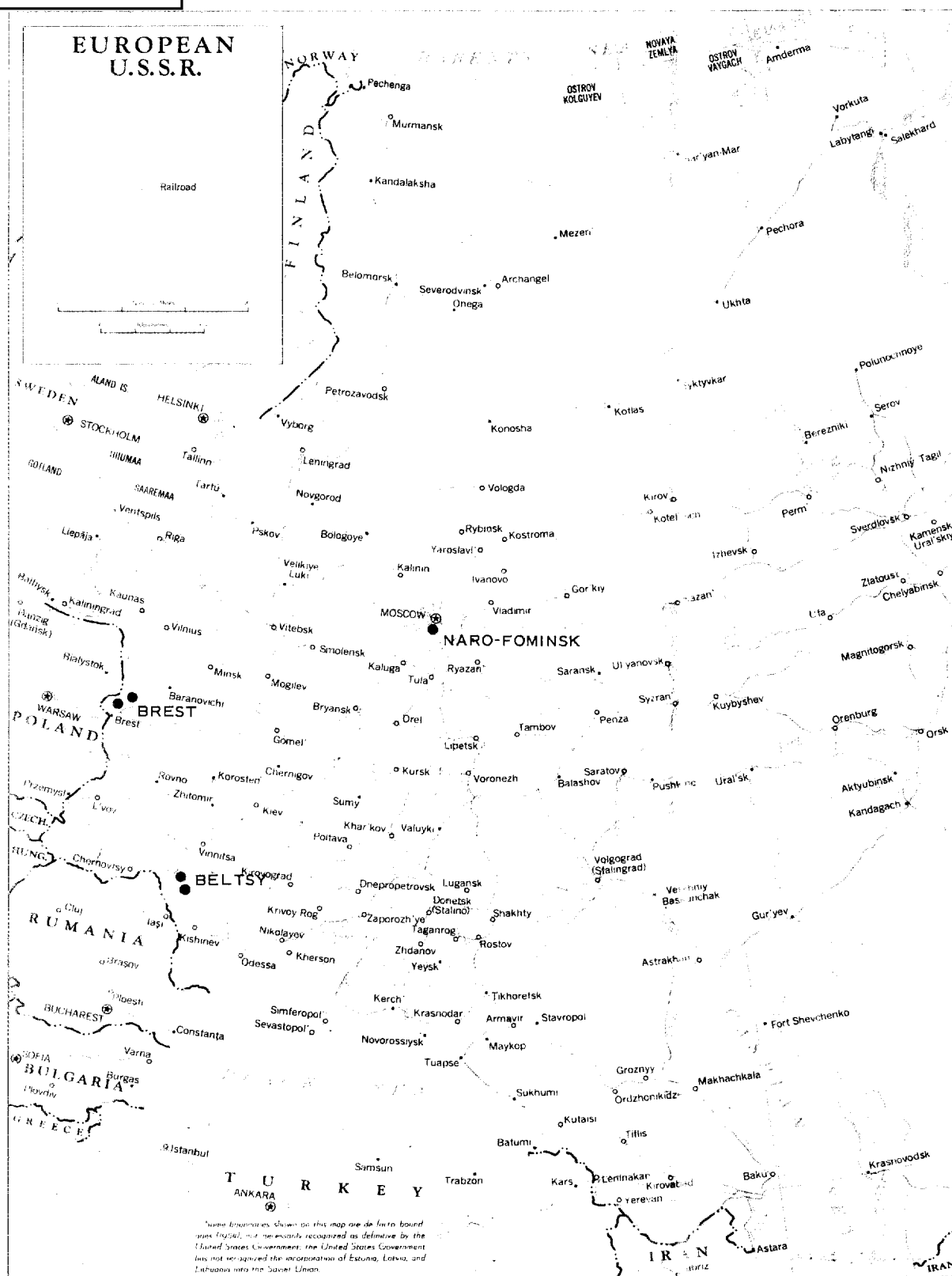
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USSRNew Command and Control Facilities Being Constructed

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Five new command and control facilities with similar characteristics have been observed under construction on recent satellite photography in the western USSR. Two of the facilities are near Beltsy, 15 nm apart, near the Romanian border; two are near Brest, 7 nm apart, along the Polish border; and one is about 32 nm southwest of Moscow near Naro-Fominsk (see Figure 2). They are considered to be command and control facilities because they are heavily secured, because the command and control building at each will apparently be earth covered and appears designed for personnel rather than vehicles, and because communications antennas are being installed in at least one facility. All five facilities were probably started in early [] and they will probably be completed in early 1970.

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All five facilities have a secured operations area containing a large building, and in [] the building at one of the Brest facilities was being earth covered. All of the facilities also have a separately secured support area containing several large buildings or footings for such buildings. At present, a construction camp containing several buildings is near each facility.

At this time, the command with which these facilities are associated cannot be determined from photography. They are not the same as the PVO (air defense) or the SRF (Soviet Rocket Forces) command and control facilities, both of which have been established for several years.

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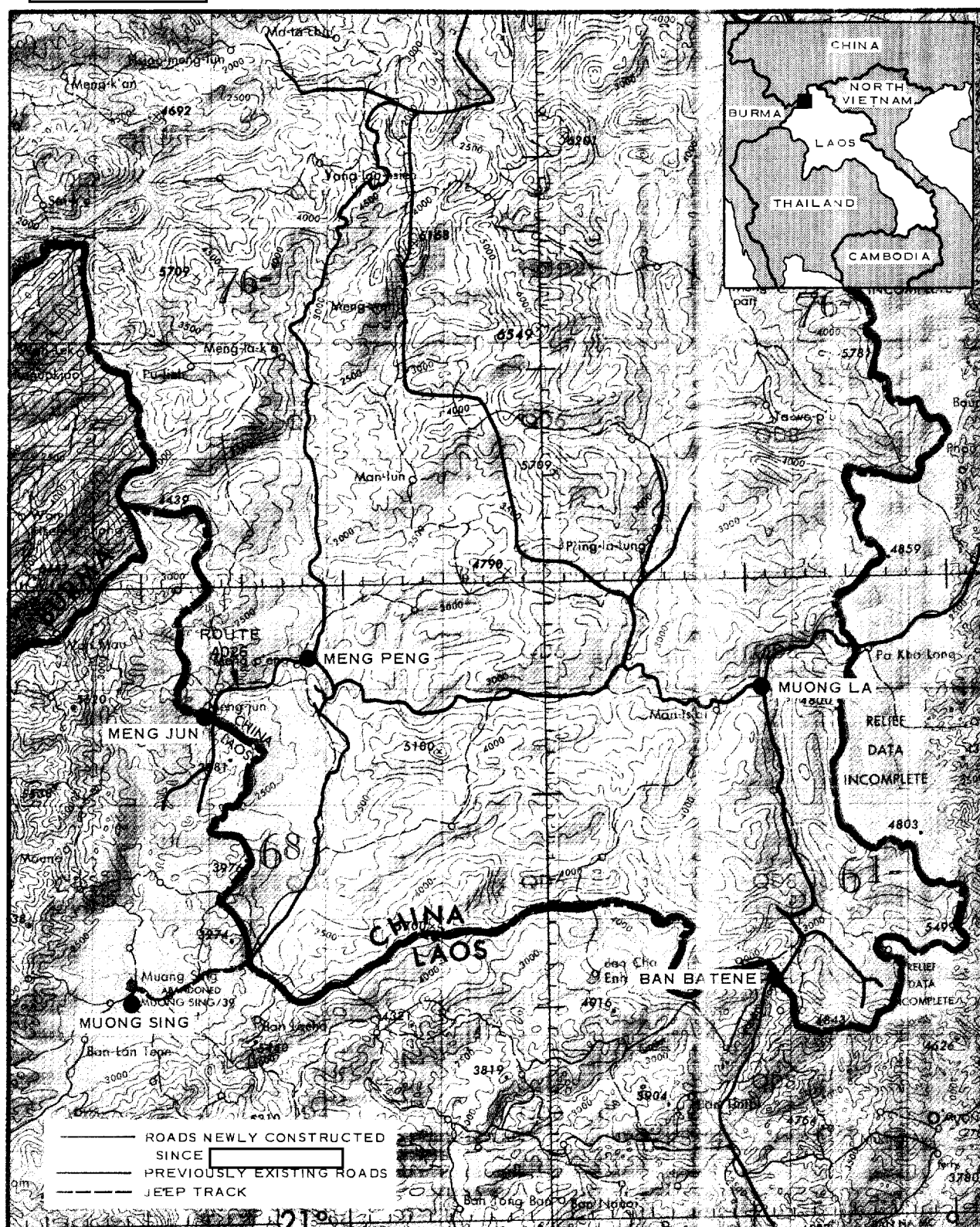


FIGURE 3. NEW CHINESE ROAD CONSTRUCTION IN NORTHERN LAOS.

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CHINA-LAOS

New Chinese Road Construction in Northern Laos

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Photography of [] reveals that Chinese Route 4026, in the China-Laos-Burma border area, has been extended into Laos for a distance of 4.3 nm since []. The motorable limit is approximately 10 nm north-northeast of Muong Sing, Laos (see Figure 3). Several new buildings and stacks of construction material are observed along the road. Approximately 1 nm south of the China border the road forks and a second road extends to the southwest for a distance of 3.2 nm. This now brings to four the number of roads crossing from China into Laos.

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CHINASAM Training Facilities Have Changed Little in Two Years

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Photography through [] indicates that the level of activity at China's three SAM training facilities has not changed substantially during the past two years. Since late [] construction at the three installations--two at Shan-tan and one at San-yuan--has served mainly to improve existing facilities. There is no photographic evidence at the facilities to suggest that the Chinese are accelerating their SAM training program.

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At Shan-tan A, construction has been limited to support buildings. There has been little fluctuation in the amount of missile-related equipment. [] there has been only one active launch site at this facility.

At Shan-tan B, four new launch positions have been built, making a total of two active six-position launch sites. Launch equipment has been removed from two other sites which were previously active, however, and the level of activity has decreased slightly. During the past two years, equipment has been present at this facility during the summer but not during the winter, indicating that the training activity is seasonal.

At the San-yuan facility, one group of six training positions has been added. The facility now has one launch site which is probably capable of firing missiles and three groups of training positions which probably are not. The amount of missile-related equipment in the support area has increased, possibly due to the new group of training positions.

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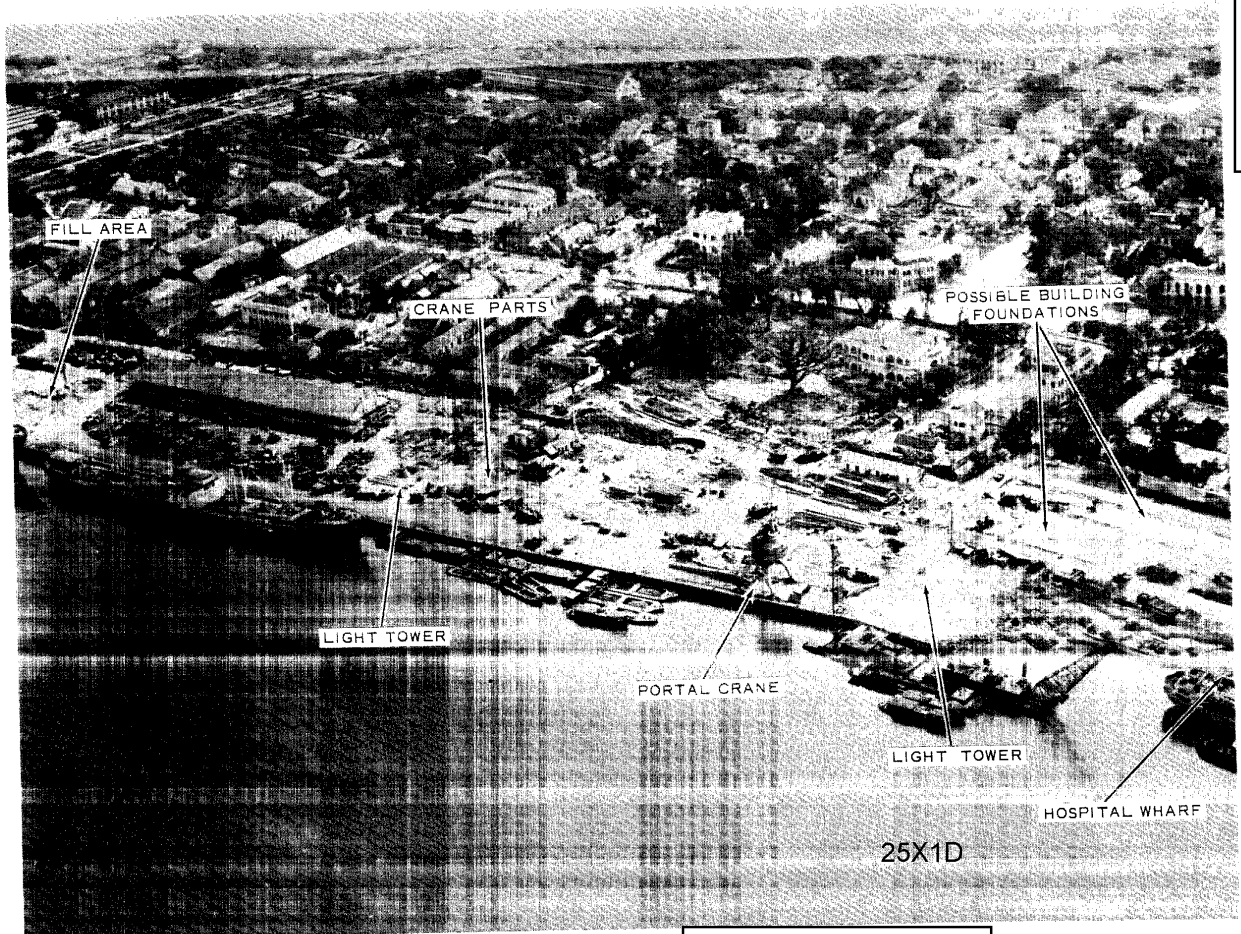


FIGURE 4. NEW QUAY AREA AT HAIPHONG, [REDACTED]

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NORTH VIETNAMFurther Port Construction at Haiphong

The North Vietnamese are continuing to improve the cargo handling facilities at Haiphong port. Photography through [] shows additional improvements to the port since those reported in the IAS Notes of []

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There has been further construction on the new quay, and in [] about 1,000 feet of quay was being used. In [] the alignment of the quay wall under construction indicated that it may extend in front of the hospital wharf and encompass it, instead of joining it (see Figure 4). If this occurs, the new quay will be longer than the 1,300 feet previously estimated.

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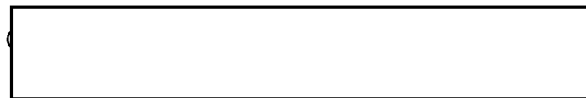
[] a portal crane was being assembled on the new quay and was almost complete. It was mounted on a set of short parallel rails which will probably be connected with a 350-foot rail segment at the eastern end of the new quay. The crane will evidently be used in conjunction with two sets of meter-gauge tracks installed in the quay apron in [] When most recently observed, the area behind the wharf just east of the new quay was being filled, apparently so that the meter-gauge tracks can be connected with the main rail network at Haiphong port.

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Additional crane parts are present on the quay apron, probably indicating that at least one additional portal crane will be assembled.

Two lattice towers containing banks of floodlights newly installed on the quay apron will provide improved lighting for 24-hour operations. Foundations possibly for two new warehouses are being poured in an area behind the quay apron.

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